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## C-O-N-F-I-D-E-N-T-I-A-L

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4. The figure for load per loaded car stands for the actual net load.

For example, a car with a capacity of 50 tons hauls only 20 tons. The

20 ton figure is reported to the home bureau.

50X1-HUM

The only railway manufacturing and/or repair plants in were the two main railway repair shops of the Chinese Changchun Railway in Harbin. The main shop was in the Pristan district and the other was at Sanek'o-shu.

6. The line of the Chinese Changchun Railway from Harbin southeast to Chuho and on to Suifenho was single track.

track Manchouli-Harbin, Harbin-Suifenho lines broad gauge. However, 50X1-HUM when the Soviet troops departed in about the winter of 1946-1947, the Soviets made the above two lines standard gauge again. This was done primarily because the Chinese Changchun Railway then switched over to the use of locomotives and railway cars of the South Manchuria Railway, which was standard gauge.

- 7. The Chinese Changchun Railway had a block signal system, which enabled it to handle more trains. The system was installed by the Soviets.

  | certainly up to 1935 there was no such system. | at least by October 1945, and perhaps earlier, the block signal system was installed. | for railway training courses, a Soviet | 50X1-HUM lecturer had to be obtained to talk on this system, as the local White Russians did not know its details. | 50X1-HUM
- 8. Outside of the block signal system, there were no particular improvements made in facilities of the Chinese Changchun Railway. However, in 1946, a system of four dispatchers was instituted, instead of one over-all dispatcher. There was one dispatcher each for the departments of locomotives, telegraph and telephone, traffic, and right of way.
- 9. In normal times there was one siding between stations on the railway. Second sidings, however, had already been built by 1918, but they were kept closed except for emergency use. A signal block system in a way decreases the need for sidings.

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